
CANADA AND THE WAR.

GENEROUS CONTRIBUTION OF MEN AND MONEY.

Mr. George A. Warburton, General Secretary of the Y.M.C.A., Toronto, Canada, yesterday took advantage of a short stop at Hongkong, on his way to India, to call upon the officials of the Hongkong Y.M.C.A. and inquire into the progress and welfare of the movement locally.

Incidentally he had a chat with a representative of the *Hongkong Daily Press*, to whom he imparted some information regarding the part which Canada had played and was playing in the great war. The effect of the war, he said, had been to produce an unprecedented outburst of patriotism, unselfishness and generosity. The people had rallied to the colours in enormous numbers. There were now between 350,000 and 400,000 in the Canadian contingents. In Toronto and its immediate neighbourhood alone, 70,000 out of a total population of 300,000 had enlisted.

From Toronto Y.M.C.A., including that belonging to the University, over 2,100 had joined some branch of active service. Equal enthusiasm had been manifested in the realm of material and financial help. The Canadian Patriotic Fund, of which H.R.H. the Duke of Connaught is president, had raised and distributed about five million dollars (gold). Out of this fund the families of the enlisted men are amply provided for. As an instance of the readiness of the people to subscribe, Mr. Warburton mentioned that in Toronto they undertook to get in seven days half-a-million dollars, and in the period specified they raised over a million. Less than two years later the city of Toronto subscribed two-and-a-half million dollars to a second fund. On Trafalgar Day, the province of Ontario was asked to raise \$500,000. Towards this, Toronto undertook to contribute \$250,000, and it actually raised in three days \$548,000 gold.

Then they had their own Y.M.C.A. proposition. About two months ago they needed \$200,000 and they actually raised over \$300,000 to put up burs and furnish them for Canadian troops. In short, they generally raised 50 to 100 per cent. more than the sum aimed at, and a curious feature was that it was found easier to raise money for other deserving objects than it had been before the war. This year in Toronto the Y.M.C.A. had secured the largest number of individual gifts of high value that they had had in their history, including fourteen \$1,000 dollar gifts and one of \$1,500 in one campaign.

Mr. Warburton is on a tour of inspection of Y.M.C.A. Associations in the East with the idea of ascertaining what assistance the Canadian and American Associations can render them when the war is over. They are especially anxious to know what the needs of India are, as the response of India to the call of the Empire has produced a profound impression in Canada.

In passing, Mr. Warburton remarked, that, as an old campaigner in the sphere of money-raising, he had taken a deep interest in the recent campaign for a Y.M.C.A. building in Hongkong, and said that the proportion which the subscriptions actually paid bore to those promised was higher than in any of the places he had visited.

Mr. Warburton also referred to the Round Table movement for the unity of the British Empire, which, he said, had attracted a great deal of attention in Canada.

AMBULANCE FLEET.

ORDER OF ST. JOHN AND THE BRITISH RED CROSS SOCIETY.

The following shows the strength of the Ambulance Fleet of the Joint Societies on June 30th, 1915, and June 30th, 1916:—

	June 30th, 1915.	June 30th, 1916.
Ambulance	743	1469
Lorries	47	114
Repair Wagons	9	12
Soup Kitchens	12	17
Brakes and Buses	11	14
Staff Cars	175	354
Motor Cycles	32	83
In Reserve	—	50
Total	1029	2113

This shows that the fleet has been more than doubled during the twelve months. It will be remembered that during the year two Motor Ambulances were presented from Hongkong—one by the "Ladies of Hongkong," the other by the Hon. Mr. Lau Chu Pak.

The outlay on purchase and up-keep during the same period has not been less than \$200,000. This expenditure has been entirely met by contributions sent direct to the Transport of Wounded Fund, and without any grant from the General Fund.

SHIPPING NOTES.

OBSTRUCTION NEAR CANTON REMOVED.

It is officially reported that the vessel sunk in the fairway at Taishek Barrier has been lifted and removed, and the channel is now clear of obstruction.

VILLAGE ELDER'S REVENGE.

OLD MAN COMMITTED FOR TRIAL ON CHARGE OF MURDER.

At the Hongkong Magistracy yesterday Mr. Hazeland committed for trial on the capital charge an old Chinese against whom it is alleged that he shot and stabbed a man to death at Ying Lung Wei, Au Tau. Defendant, a village elder, told a story of a quarrel over a fence erected in front of a joss house. Deceased had raised objections to reducing the height of the fence and words led to blows. Accused was struck down and swore revenge. He waited two years and then killed his assailant. "I fired two shots at him," he told the Magistrate, "and then as I was not quite sure he was dead, I drew my knife and stabbed him."

UNIVERSITY OF HONGKONG.

MATRICULATION EXAMINATION.

July, 1916.

The following have satisfied the Examiners:

No.	Name.	Schools.
1.	Leung Nai Hong, Private study.	
5.	Chia Shi Ching, Private study.	
7.	Yu Shui Chiu, Private study.	
9.	Wong Wing Leung, Private study.	
13.	Leung Woh Pok, Private study.	
15.	Fung Tsung Fu, Private study.	
17.	Kuo Lu Chen, Private study.	
18.	William Thomas, Diocesan Boys School.	
19.	Teng Cho Cheb, Private study.	
20.	Albert Edward Kew, Diocesan Boys School.	
21.	P'an Hui Ken, Private study.	
22.	Chau Tang Ying, Queen's College.	
23.	Roberto Alexandre Banto, St. Joseph's.	
30.	Chau Yam Tin, Queen's College.	
31.	Tam Wing Kwong, St. Joseph's.	
32.	Tsang Kun Kwai, Queen's College.	
33.	Faustino Antonio Xavier, St. Joseph's.	
35.	Chow Chok Lum, St. Joseph's.	
37.	Aliboy Tyebkhan, St. Joseph's.	
38.	Sheik Dawood Ismail, Queen's College.	
39.	See Kiong Land, St. Joseph's.	
41.	G. A. V. Hall, Queen's College.	
42.	L. A. Gutierrez, St. Joseph's.	
43.	Wong To On, Queen's College.	
44.	Wali Mahammad Mehal, St. Joseph's.	
52.	Hung Ho Chiu, Queen's College.	
57.	O. O. Woodman, St. Joseph's.	
61.	L. G. Rosario, St. Joseph's.	
62.	Bennie Pon, Queen's College.	
68.	Tsang King Ham, Queen's College.	
72.	Lu Chen Chung, Westminster School, Amoy.	
74.	Goh Tiow Wan, High School, Malacca.	
75.	Toh Eng Hoe, King Edward VII. School, Perak.	
76.	Khoo Khoo Hunt, St. Xavier's Institute, Penang.	
77.	Zia I Ding, Public School, Shanghai.	
80.	Oon Aik Keong, Anglo-Chinese School, Penang.	
81.	Yeoh Hone Soo, St. John's Institute, Kuala Lumpur.	
83.	Chaochang Wm. Loh, St. John's University, Shanghai.	
84.	Ang Ban Lee, Anglo-Chinese School, Penang.	

A supplementary pass list of Singapore candidates will be issued later.

A. C. FRANKLIN
(Registrar).
Hongkong, 24th August, 1916.

YARN MARKET.

Messrs. Polishwalla & Kotwall, cotton and yarn brokers, of Hongkong, in their report dated August 24th, state:—

Our last report was dated the 10th inst. During the interval, our market has gathered considerable strength and rates mark an all-round advance of 1-3 on the fortnight. The upward movement is due to the report of a series of strong and excited markets in Bombay, where extensive forward contracts are said to have been recorded at jumping rates, accelerated by daily advancing cotton. Dealers, in spite of the despondent condition of affairs around Canton, have not been slow to follow the advance, but they could not lay in stocks as they wished, owing to the firm attitude of holders dictated by prohibitive limits from Bombay. This divergent position has resulted in the curtailment of transactions which only reach the total of 6,000 bales.

Total sales during the fortnight 6,055 bales. Sold and unsold stocks in godowns 56,000 bales.

Arrivals.—The mail str. *Malta* and extra str. *Sangola*, *Yetofofu Maru*, and *Penang Maru* from Bombay have brought in 20,600 bales for Hongkong and 9,043 bales for Shanghai. Shipments from Hongkong to Shanghai and coast ports, etc., 7,000 bales.

Shanghai has been a brisk and animated market with the fortnight's sales amounting to 5,500 bales. In addition to these "spot" settlements, some large lines on c.i.f. basis are also reported.

Japanese Yarn.—A big and rapid advance advised from Osaka has infused considerable life into the local market, and about 2,500 bales are reported sold at an advance of 2-4 per bale. Sales: 50 bales Setu No. 10 at \$119, last quotations \$123; 500 bales Setu No. 20 at \$152, last quotations \$157; 800 bales Nagasaki No. 20 at \$151, last quotations \$155; 1,000 bales Yellow Joss No. 20 at \$143, last quotations \$146; 200 bales 3 Horse No. 20 at \$137 to \$138, last quotations \$140.

Raw Cotton.—No sales in Bengal or Chinese. Quotations:—Bengal, at \$22 to \$27; Chinese at \$30 to \$36 per picul.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth, in their weekly share report, dated the 24th Aug., 1916, state:—

There has been more enquiry in the local market during the past few days, and at the close there is a fair demand for Douglasses, Docks, Indos, and Sugars, at prices which, in some instances, show an improvement on last week's rates, whilst in the investment section prices continue on the firm side with more inclination to buy than to sell. The demand for Cottons in Shanghai is well maintained at full quoted rates, and "Rubbers" at that port have also a tendency to improve. The market for unchanged, the following being the latest quotations by wire to-day:—

Malaka Pindas	\$2.10 cum div.
Malakoffs	4.70 cum div.
New Serendabs	3.50
Ayer Pannas	10.25
Sandycrofts	4.20 cum div.
Alor Gajahs	3.40

All Straits currency. Plantation Rubber in London is to-day quoted at 2/4. Bar Silver is quoted at 31d. Sterling T.T. at 9 1/4, Shanghai T.T. at 72, Singapore T.T. at 99, and the Bank's buying rate at 3 d/5 bills on Shanghai at 72 1/2. Ba. a. Sales have been made at \$740, at which the market closes with further buyers.

MARINE INSURANCES.—Market is steady and shows no change from last week's nominal quotations. Sales are reported of Cantons at \$393, and Unions at \$290. FIRE INSURANCES.—No business has taken place, but China Fires are wanted at \$154. Hongkong Fires are quoted \$385 nominal.

SHIPPING.—Douglasses are distinctly better and after sales at \$134 and \$135, they close in demand at the latter figure. Indo-China Preferred show no change from last week's nominal price of \$46, but a fair business has been done in Deferred at from \$123 up to \$126 1/2, at which price there are further buyers. Steamboats have been dull and with no business passing; they close unaltered with s/a's on offer at \$22 1/2. Star Ferries show a further advance to \$33 1/2 buyers.

OILS.—Shells remain unchanged at 110/- nominal, and the same applies to Langkats at Tls. 2 1/2, and Ural Caspians at 34/-, both nominal quotations.

REFINERIES.—Fairly good sales of China Sugars are reported at \$110 1/2 and \$111, and they close with buyers at \$111. Malabons have been quiet; business was done at \$33 1/2, and there are now probable buyers at \$35.

MARINE.—Quiet neglected, with nominal quotations of 33/- for Kailans, 30/- for Troons, and \$2 1/2 for Raubs.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been a steady market, with sales at \$127 and \$128 1/2, and they close with buyers at \$129 1/2. Kowloon Wharves have been done at \$23 1/2, and there are now buyers at \$23. Shanghai Docks are firmer, and at \$23 1/2 request at Tls. 69 for the North. Hongkong Wharves are unchanged at Tls. 8 1/2 nominal.

LANDS, HOTELS AND BUILDINGS.—Scarcely anything has been done in this market. There are buyers of Central Estates at \$89, and of Humphreys Estates at \$64, but beyond these quotations are nominal, with Hongkong Lands at \$100, Hongkong Hotels at \$115, Kowloon Lands and West Points at \$38 and \$38 respectively.

COTTON MILLS.—Prices show no alteration from last week, but there are buyers from the North for Ewos at Tls. 145, and Kang Yiks at Tls. 13 1/2, while business has been done in Shanghai Cottons at Tls. 93 1/2 and more shares are wanted. Yangtzeopos were done at Tls. 4.35, and close with buyers at Tls. 4.75.

MISCELLANEOUS.—This continues a firm market, with buyers for most lines. Cements have been sold at \$9.60, and are wanted at \$9 1/2. There are buyers of China Providents at \$8.70. China Light and Powers show a slight improvement with buyers at \$4.70, as do Electrics at \$5 1/2 buyers. Ropes have come to business at \$25, and close with this as the nominal quotation. Tramways are in request at \$7.50, with business reported at \$7.60. Steam Laundries are \$3 1/2, Watsons \$6 1/2, and Powells \$6.65 all buyers. Union Waterboats are wanted at \$16.85. Dairy Farms are on offer at \$41.

MEMO.—Next Settlement Day, 29th August.

GERMAN COLONIAL TRADE.

A VANISHING QUANTITY.

Interesting particulars of the manner in which the Allies are gobbling up German colonial trade and extending their rule over newly-conquered territory are given in a communication to the Trade and Commerce Department from the Canadian High Commissioner in London.

As regards Samoa, which is in occupation by New Zealand, the report says, "trade is free, except in so far as enemy firms are being liquidated. Trade has been reopened with South-west Africa. Goods may be imported, subject to the duties and tariffs prevailing in the Union of South Africa."

In West Africa the whole of the Cameroons is now regarded as territory in friendly occupation for the purpose of trade. The Cameroons has been provisionally divided between the French and British for administrative purposes until a final settlement can be reached at the conclusion of peace. The British sphere is being administered by the Government of Nigeria.

MEMBERS OF PARLIAMENT AND THEIR SALARIES.

The reduction of the salaries of the parliamentary members has become one of the important questions to be discussed in the Parliament in consequence of the present financial condition of the Central Government. However, the Government will not interfere with the matter which is to be solved entirely by the Members of Parliament themselves.

THE PEAR-SHAPED FIGURE.

RESULT OF SELF-INDULGENCE.

SERIOUS WARNING BY THE HEALTH OFFICER OF SHANGHAI.

During the course of his report for July, Dr. A. Moore, the Acting Health Officer for Shanghai, says:—

Under the stress of war conditions in Europe, large numbers of people are beginning to realize that a non-flesh dietary, and abstinence from alcohol, are not mere fads, but have very much, indeed, to recommend them from many points of view, and Shanghai residents would do well to lay this lesson to heart, especially during the hot weather. Only housekeepers who have tried it practically, can know how pleasant it is during this season to get rid of all greasy, smelly, fly-attracting, meat dishes, and to be relieved of the constant anxiety lest these should become tainted, and so give rise to amongst the consumers. All the different foodstuffs at the disposal of the so-called vegetarian, such as breads, biscuits, rice, oatmeal, and cereals of all kinds, milk, cheese and dairy produce generally, nuts, fruit dried and preserved as well as fresh, and vegetables, particularly legumes (beans and peas)—are very cleanly to handle, do not readily decompose, and are easy to prepare for the table. With these materials a "savvy" housekeeper can produce a very nutritious, varied, wholesome and appetizing diet which cannot possibly give rise to any ill effects, if the most simple and obvious precautions are taken. It is lamentable to see how errors in diet, particularly in the consumption of meat and alcohol, cut short the best and most useful portion of men's lives, causing premature deterioration in both their mental and physical capacities. Men who have been the pride of the football, hockey, cricket and polo grounds, when they approach the forties and ought to be still in the full prime of manly vigour, begin to talk of the effects of Anno Domini and of life out East, and gradually cease to take part in more active forms of exercise. They prefer to amble gently round the golf links, or yield to the sedentary attractions of croquet or lawn bowls, and generally speaking, show a tendency towards sexagenarian habits ten or fifteen years before the time. This change in their mode of life is usually accompanied by a greater devotion to the pleasures of the table, for the ordinary man has not the remotest idea of regulating his diet according to his bodily requirements, to the nutritive values of his food, or to the season and climate, or in accordance with anything at all except his own palate, the cubic capacity of his stomach, and his fear of indigestion. The city office man eats usually more food and richer food than the labouring peasant, and washes it down with copious stimulants, the almost inevitable result being that he becomes corpulent, flabby, and devoid of energy both mental and physical; for all which he very unreasonably curses the climate or the sins of his ancestors. The Esquimaux in the Arctic regions live on very rich, blubbery meat, and the Arab of the tropical desert on a daily ration of a handful or two of rice and a few dates, but the young European is prepared, with the aid of alcohol, to work doggedly through 12 or 13 hours of the year, and in any climate under the sun, and then he is surprised, if later on in life, he develops a pear-shaped figure, with a tendency to all sorts of diseases, and has to learn, when too late, that it is well nigh impossible to correct the ill effects resulting from years of dietetic ignorance and perversity. The moral of all this is that most people would be much better off in many ways if they simplified their diet, in particular curtailing their meat consumption, and abolishing their alcohol, and that this advice is especially applicable during the hot weather, and to young fellows anxious to retain their physical and mental powers in as perfect a condition, and for as long a period, as possible.

OVERSEA DELEGATION IN PARIS.

CORDIAL WELCOME.

Paris last month welcomed the arrival of the Parliamentary Delegation from the British Dominions consisting of 33 members representing Canada, Australia, South Africa, and New Zealand. The delegation, after the official presentation to the President of the Republic, was entertained at luncheon at the Quai d'Orsay.

M. Briand, in an address of welcome, said an eloquent tribute to the response of the Oversea Dominions to the call of the Mother Country, and to the effective aid rendered by the Colonial contingents in the field of battle.

After alluding to Germany's attempt to work on public opinion in different parts of the British Empire, M. Briand declared:—

"There is no greater spectacle in past history, nor any which does greater honour to your traditions, than this affirmation of the moral unity of the British Empire. It is a memory which will live gloriously throughout the centuries as a symbol of an ideal which transcends the frontiers of our continents."

At a reception of the Oversea Delegation at the Elysée M. Poincaré, in a speech of welcome, said:—

"Together we are journeying towards Victory, Right, and Liberty. Together also we are marching with firm step to a future of close union and fruitful collaboration. Before the war we had already been drawn together in a cordial understanding and our peoples had happily learned to know and esteem each other. But in facing the same perils, winning the same laurels, and shedding their best blood together for the same sacred cause, our brave Armies have forged between the two nations still closer bonds which nothing will henceforth be able to break. Between our countries distance no longer exists; space has been eliminated, and the two ends of the world have been drawn together. We are for ever united in thought and feeling. Let me take the opportunity of your friendly visit to say, 'Thank you; thank you, in the name of France.'"

INTIMATIONS

LANE, CRAWFORD & Co.

BRITISH MADE BOOTS AND SHOES

THE "OAKMORE" BRAND. BROWN MARCHING BOOTS, GOLF SHOES.

SMART, COMFORTABLE SHAPES IN BLACK AND BROWN WALKING BOOTS. STOCKED IN HALF SIZES AND ALL FITTINGS. EVERY PAIR GUARANTEED.

WHITE BOOTS AND SHOES

All Sizes \$7.50 Per Pair.

"WALK-OVER"

(AMERICAN MADE)

BOOTS AND SHOES

FOR LADIES AND GENTLEMEN.

\$10.00 \$12.50 \$13.50 Per Pair.

SOLE AGENTS:

LANE, CRAWFORD & Co.

An invaluable tonic for all cases of anaemia, sleeplessness, exhaustion, nervous dyspepsia, neurasthenia, effects of overwork.

VEGETABLE HAEMATOGEN.

Replaces easily all the blood preparations now in use, because it contains the BLOOD-SALTS and CHLOROPHYLL-IRON.

Does not contain ALCOHOL and animal PURINE BASES, which excite the nervous system.

Sold everywhere at \$1.50 per bottle.

Only genuine with this name:

HET CRUYDEN-HUYS.

Sole Agents, Phone 1687.

Hongkong, 16th August, 1916.

IS THIS YOUR SMOKE?



IT'S THE BEST.

NEW ADVERTISEMENTS

TO LET.
FLAT OF FOUR ROOMS, and Boys' Quarters. No. 1, Morrison Hill.
 Apply—
 Box No. 24,
 Care of "Daily Press" Office,
 Hongkong, 24th August, 1916. [1051]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

TRANSFER OF SHARES.

NOTICE IS HEREBY GIVEN that the Board has resolved in accordance with ARTICLE 31 of the ARTICLES OF ASSOCIATION to charge a fee of 1st October next in respect of the transfer of any Share or number of Shares, such fee to be at the rate of ONE DOLLAR per transfer.

In the case of any Shareholder requiring more than One Certificate in exchange for the Transfer deposited for registration a fee of ONE DOLLAR for every new Certificate issued (over and above the fee for registration) will be charged.

JARDINE, MATHESON & Co., Ltd.,
 General Managers. [1052]
 Hongkong, 24th August 1916.

FRENCH LESSONS
G. MOUSSON.

15, MORRISON HILL ROAD.
 1049

WANTED.

AN ASSISTANT ENGLISH TEACHER for the Diocesan School.
 Apply to—
 THE HEADMASTER.
 Hongkong, 23rd August, 1916. [1042]

WANTED.

BY British Export Firm, EUROPEAN ASSISTANT for an Outport. Previous experience necessary.
 Apply—
 "R. H."
 Care of "Daily Press" Office,
 Hongkong, 21st August, 1916. [1032]

LOST.

BULL TERRIER DOG. All White. Reward. Communicate
 care of L. S. SKELTON,
 care of Lane, Crawford & Co.
 Hongkong, 24th August, 1916. [1044]

THE BANK OF CHINA.
CANTON.

NOTICE IS HEREBY GIVEN that the Payment of due Coupons of the CHINESE GOVERNMENT 5% INTERNAL LOAN BONDS OF THE THIRD AND FOURTH YEARS will be made by us at the Office of the Hongkong and Shanghai Banking Corporation, No. 1, Queen's Road Central, Hongkong, while our Canton Office is temporarily closed.
 Hongkong, 18th August, 1916. [1028]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (81) per Share for the six months ending 30th June, 1916, will be Payable on MONDAY, the 28th August, 1916, on which date Dividend Warrants may be obtained at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED on WEDNESDAY, the 23rd August, 1916, to MONDAY, 28th August, 1916, both days inclusive.
 SHEWAN, TOMES & Co.,
 General Managers.
 Hongkong, 17th August, 1916. [1020]

On behalf of the
WAR CHARITIES FUND
 at
 GOVERNMENT HOUSE,
 at 9.30 P.M.,
FRIDAY, AUGUST 25th, 1916.
FREDERIC COLEMAN.

F.R.G.S.

Author of
 "FROM MONS TO YPRES WITH FRANCE,"
 will give an
ILLUSTRATED LECTURE.
 "WITH THE ALLIED ARMIES IN FRANCE AND FLANDERS."

Mr. COLEMAN is said by the London Times to have seen more of the actual fighting on the Great Western Front than any other man during the first year of the war.

Mr. COLEMAN was attached to the Headquarters of General Sir John French and General Beauvois de Lisle respectively as a member of the Royal Automobile Club Corps, and as Official Photographer of the 1st Cavalry Division, took hundreds of unique photographs.

Book Early at MOUTRIE'S
 as the number of
 Available Seats is limited.
FRIDAY NIGHT, AUGUST 25th.
 Hongkong, 22nd August, 1916. [1033]

INTIMATIONS

SPEND YOUR VACATION IN BAGUIO (PHILIPPINES).

CITY Built on Pine Clad Hills Swept by Cool and Refreshing Breezes.

5,000 FEET above SEA LEVEL.

65° F. AVERAGE TEMPERATURE.

Eight hours by Rail or Automobile from Manila.

GOLF, TENNIS, POLO.

MOUNTAIN CLIMBING TO ALTITUDES OF 9,000 FEET.

FINEST AUTOMOBILE ROADS IN THE WORLD.

Automobile and Horse Race Tracks.

FIRST CLASS HOTELS.

For Information, address—

THE CITY SECRETARY,

BAGUIO, P.I.,

or nearest Office of THOS. COOK & SON.

[788]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE and MOJI.

THE Steamship

"SANTHIA,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., Ltd.,

Agents.
 Hongkong, 23rd August, 1916. [27]

"GLEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON, PORT SAID, C. LOMBO, PENANG AND SINGAPORE.

THE Steamship

"GLENSTRAE,"

Captain Griffith, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 9th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,

Agents.
 Hongkong, 23rd August, 1916. [1046]

NOW ON SALE.
THE DIRECTORY AND CHRONICLE

FOR CHINA, JAPAN, ETC.

FOR THE YEAR

1916.

INDISPENSABLE TO EVERY BUSINESS MAN.

To be obtained from THE—
HONGKONG DAILY PRESS OFFICE,

and

LOCAL BOOKSELLERS.

1,750 PAGES—PRICE \$10.

The editions this year are unusually large owing to changes incidentally to the War.

HOUSES TO LET

OFFICE TO LET.

ONE LARGE ROOM on the Top Floor of No. 2, Queen's Building.
 Apply—
THORESEN & Co.
 Hongkong, 11th August, 1916. [999]

TO LET.

GODOWN in Duddell Street. Light and airy. J. cees overlooking Statue Square. Moderate rent.
 For rent and other particulars apply to—
 Care of "Daily Press" Office.
 Hongkong, 25th July, 1916. [940]

TO LET.

OFFICES on 1st Floor, No. 9, Queen's Road Central (In Ice House Street).
 Apply to—
WILKINSON & GRIST.
 891

TO LET.

A SMALL GODOWN in PRINCE'S BUILDING.
 For particulars, etc., apply—
THE HONGKONG CENTRAL ESTATE, LTD.
 885

TO LET.

From 1st May.

OFFICES, 2nd Floor, St. George's Buildings.
 Apply to—
SHEWAN, TOMES & Co.
 618

TO LET.

"ROCKLANDS," No. 7, Robinson Road.
 Apply—
M. J. D. STEPHENS,
 18, Bank Buildings [800]

TO LET.

A HOUSE, in Observatory Villas, Kowloon.
 Apply to—
ARRATTON V. APCAR & Co.,
 14, Des Voeux Road. [811]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.
 Apply to—
CHINA FIRE INSURANCE Co., Ltd.
 823

TO LET.

OFFICES in Prince's Building.
 Apply to—
SHEWAN, TOMES & Co.,
 Liquidators,
RAUTER, BROCKELMANN & Co.
 678

TO LET.

NO. 2, DES VOEUX ROAD CENTRAL.
THE COMMODIOUS DWELLING HOUSE, with Office, Servants' Quarters, etc., No. 14, SHAWEN, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate.
 Apply to—
DAVID SASSOON & Co., Ltd.
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The Daily Press.

HONGKONG, 27th AUGUST, 1916.

EDUCATIONAL REFORM.

The movement towards the practical reform of our educational system is gathering strength, and ways and means are being devised for remedying almost immediately some of the more glaring defects. Former Governments have coquetted with the problem, but, happily, to-day a fresher and more vigorous note is heard in all the debates upon the subject and there is a prospect of real and rapid progress. The lessons of the war cannot be ignored. The experience gained at such bitter cost during the past two years has changed the nation's outlook, and the change has brought with it a greater capacity for judging things in their true perspective. In education, as in many other questions, public opinion is now being formed which is bound to assert itself in the near future, and it is the general realisation of this fact which gives ground for hope and strengthens our leaders in their advocacy of those reforms which are essential to the common weal. We trust that no attempt will be made, in any iconoclastic spirit, to reform those older educational institutions which hold a unique place in our history and have played so important a part in the formation of British character, though there is little doubt that they will come more closely under the searchlight of criticism and will have to modernise some of their methods in order to bring themselves more into harmony with the spirit of the times. Nor should we forget in our consideration of these matters that education does not stand alone. As the Archbishop of Canterbury pointed out in the House of Lords, we shall not be able

to advance in the field of education without a corresponding advance in other directions, for education is not a subject that can be isolated, but one that is coloured by social, economic and religious tradition and aims. The returning soldiers will not be satisfied with some of the old conditions. There is the housing problem in town and country; the wages question, the population question and the decline in the birth-rate, all of which are stirring the minds of our men. "From conversations with them," added his Grace, "I know that there will undoubtedly be discontent with the existing conditions, but I believe they will be prepared to deal with all such questions in a reasonable way. The whole Empire is more closely knit than it ever has been, and that, I think, will tell for good. The prospect is difficult but it is full of hope."

With regard to education there is a general consensus of opinion that the time for investigation has passed and that the moment for action has arrived. The suggestion that a Royal Commission of Inquiry should be appointed has been deprecated on all sides, and the plan of the Education Department to appoint a number of small expert committees to enquire into the different branches of the problem has been generally approved. One such committee will deal with the neglect of science; others will concern themselves with the equipment of the child for the commercial struggle which lies ahead, the urgent question of physical training in the schools, the perfection of the educational ladder from the primary school to the university, and the rightful place of the Humanities in a well-ordered system of education. All the committees will report to the President of the Board of Education, who will present the final scheme to Parliament in due course. There seems no reason to fear that science will not be given its proper place in the curriculum. We have suffered too severely from past neglect of this branch of study to tolerate any system under which it will not in future be given due attention. Nor does there appear to be any ground for the fear that Oxford and Cambridge will be turned into technological institutes under the new-born zeal which is, perhaps, apt to regard as useless anything which cannot pass the test of the essentially practical. There is no desire to follow Germany's lead, but an endeavour will be made to co-ordinate our various educational agencies. It is everywhere admitted that our secondary schools need serious overhauling, and if this is done thoroughly it will be a big step towards the solution of the problem. A second and still more important step will be to bridge over, by co-operation between employers and the educational authorities, those critical years between 14 and 18 when so many of our boys lose the knowledge and discipline acquired in our admittedly excellent elementary schools and gain nothing to take their place. It is here that the greatest leakage in our present system occurs, and the goal towards which we should strive, in the opinion of the Archbishop of York, who placed his finger on the weakness with unerring instinct, is to make the workshop for the boy between the years of 14 and 18 that which the school was to him between the ages of 7 and 14. As his Grace remarked, the battle of the Somme is showing us what splendid material these boys would have been if only they had received, for however short a time, an adequate training. In comparison with this great central difficulty of giving the youth of the nation instruction and guidance at the age when it can best be assimilated, the other problems have scarcely more than an academic interest. Their solution is only a matter of time.

A Chinaman, aged about 25, jumped from the Yaumatei Ferry on Wednesday, and was drowned. His body has not yet been recovered.

For stealing a blanket from the Station Hotel, Kowloon, a Chinese was sentenced to one month's imprisonment at the Hongkong Police Court yesterday.

At Mr. Coleman's lecture at Government House to-night evening dress will be optional. Tickets will be procurable at the door as well as at Moutrie's. All Mr. Coleman's lectures in the Colony will be different.

FORMER HONGKONG OFFICERS HONOURED.

COMMANDER F. A. N. CROMIE.

A further list of honours bestowed by the Czar contains the name of Commander F. A. N. Cromie, who has received the Fourth Class of the Orders of St. George and St. Vladimir and the Second Class of St. Anne. Commander Cromie is already a much decorated officer, for when the war began he held the medal for the Boxer outbreak and the Royal Humane Society's bronze award, and he secured his D.S.O. in June. He has been connected with the submarine service since 1903, and for two years, up to the end of 1914, commanded the small flotilla of boats at Hongkong.

HONGKONG MAGISTRACY.

ALLEGED FALSE PRETENCES.

A case in which a Chinese was charged with obtaining, by false pretences, a promissory note valued at \$500, was adjourned until Wednesday. The defendant was also charged with assault.

OPIUM CASE RE-HEARD.

A Chinese who was fined \$8,000 for being in possession of 100 lbs. of raw opium and 45 tins of prepared opium, had his case re-heard before Mr. F. A. Hazeland and was represented by Mr. Otto Kong Sing. Defendant said he was not employed on the steamer, the *Knight Companion*, on which he was arrested and on which the opium was found. On the day he was arrested he went on the ship, and, in answer to a question from two sailors, he said he had come on the ship as a "substitute." Defendant was discharged.

THE VALUABLE BAMBOO.

Two Chinese were charged before Mr. J. R. Wood, with the theft of a jacket, a watch and chain, and \$105 in money from a boarding-house. Inspector Brazil said the defendants and complainants occupied adjacent cubicles, and while complainant was having a bath and his friend was out walking, the first defendant was seen to reach over the partition and, with a long bamboo pole, unhook the jacket containing the watch and chain and money, and take it into his own cubicle. There was so much conflicting evidence that the defendants were discharged.

DEALING IN PIGS.

ACTION IN THE SUMMARY COURT.

Pigs and the purchase thereof formed the subject of an action in the Hongkong Summary Court yesterday when Cheong Sing, a pig dealer of Jardine's Bazaar, claimed from Leung Fong, a trader, of Tung Street, the sum of \$198.31, the amount of damages alleged to have been suffered by the plaintiff through defendant wrongfully withholding from the plaintiff eleven pigs. Plaintiff claimed delivery of the swine or payment of their value, and also \$20 damages for the detention of the pigs.

Mr. Mattingley appeared for plaintiff, and Mr. Faithfull defended.

Mr. Mattingley said that plaintiff's story was to the effect that defendant was employed by him as an agent to buy pigs for him. The defendant was dismissed by plaintiff from his agency, but immediately after this defendant went out to different firms and bought pigs just as though he was still plaintiff's agent. Plaintiff had had to pay for the pigs thus bought, but he had never had delivery of them. There had been some interrogatories in the matter, in which defendant admitted he had bought eleven pigs from two firms.

The defence put up was that defendant's practice was to buy pigs and send them right away to the abattoir. He had done so in reference to the eleven pigs, and that was all he knew about them. The pigs had been bought by him and sent away to be slaughtered, and that was all he knew about them.

The defendant, in the witness-box, admitted buying the pigs, and that he took them to the slaughter-house. Here his responsibility ended, for the animals were then taken charge of by a foki employed by the plaintiff. He knew nothing of the pigs after he had taken them to the slaughter-house.

The hearing was adjourned.

THE WAR.

ENEMY SUFFERS HEAVILY AT THIEPVAL.

BRILLIANT FRENCH ATTACK ON MEUSE.

ITALIANS CARRY STRONG ENEMY POSITIONS.

SUBMARINE "DEUTSCHLAND" ARRIVES AT BREMEN.

FRANCO-BELGIAN FRONT.

(THROUGH REUTER'S AGENCY.)

BRITISH PRESSING FORWARD. LINE STRAIGHTENED.

LONDON, August 23rd.

General Sir Douglas Haig, in a *communiqué*, states:—South of Thiepval, the British have gained a further two hundred yards of trench and have straightened their line.

We silenced, in three different areas, the enemy's artillery, which had been showing much activity.

Enemy aircraft, which had shown unwelcome enterprise, were engaged in large numbers with most satisfactory results. At least four were destroyed and others were driven down out of control, while others still were pursued to their aerodromes. We had no casualties.

ENEMY ATTACKS REPULSED.

General Sir Douglas Haig, in a *communiqué*, states:—Two enemy attacks south of Thiepval were repulsed.

ENEMY SUFFERS HEAVILY.

The text of General Sir Douglas Haig's *communiqué* is:—The enemy twice determinedly counter-attacked our new trenches to the south of Thiepval last evening.

In the first, the enemy obtained a temporary footing, but he was immediately driven out.

The second was completely repulsed. The enemy suffered heavily both times.

AN ENEMY ADVANCE.

PARIS, August 23rd.

A *communiqué* states:—An enemy attack to the south of Estrees and the west of Soyecourt gained a footing in some of the trenches captured by us on the 21st inst.

FIVE GERMAN AEROPLANES BROUGHT DOWN.

PARIS, August 23rd.

A *communiqué* states:—There has been a lively artillery duel to the north and south of Maurepas, but the enemy did not attack.

Five German aeroplanes were brought down.

BRILLIANT FRENCH ATTACK.

PARIS, August 24th.

A *communiqué* states:—North and south of the Somme the artillery duel continued all day. It was especially lively in the Belloy and Estrees sectors.

A brilliant attack on the right of the Meuse between Fleury and the Thiaumont work resulted in the French appreciably advancing.

The French captured 300 prisoners.

JADED GERMAN INFANTRY.

PERIODS OF DEPRESSION.

LONDON, August 23rd.

Reuter's Correspondent at Headquarters in France states:—Owing to a comparative shortage of reserves, the German infantry are unquestionably very jaded. There has never been a period when their counter-attacks have so systematically failed. After a fifty days' offensive we have nowhere retired. Captured letters show that there is much depression, of which the steady stream of deserters is an even more significant indication.

ITALIAN FRONT.

(THROUGH REUTER'S AGENCY.)

ITALIANS CARRY ENEMY POSITIONS.

ROME, August 23rd.

A *communiqué* states:—We carried strong enemy positions on the western slopes of Tofana and in the Travenanzes Valley, the enemy suffering heavy losses.

RUSSIAN FRONT.

(THROUGH REUTER'S AGENCY.)

IRRESISTIBLE RUSSIANS. ENEMY EVERYWHERE REPULSED.

PETROGRAD, August 23rd.

An official announcement says:—We have everywhere repulsed the enemy offensive south of Brody.

We captured two heights to the north and south of Koverla Mountain, on the Hungarian frontier, near the source of the Pruth.

A Turkish offensive on the Caucasian frontier was driven back.

Our offensive to the west of Lake Van is proceeding.

THE BALKANS

(THROUGH REUTER'S AGENCY.)

BULGARIANS REPULSED. PRAISE FOR BRITISH SOLDIERS.

SALONICA, August 24th.

Fighting continues on the Serbian Left. All the Bulgarian attacks have been repulsed.

The Serbians continue to progress to the north of Strupino.

A bombardment of Doiran and the slopes of Voles is reported.

General Sarrail has warmly praised the British infantry and yeomanry.

GREEK RESISTANCE.

The calling out of the demobilised reserves at Serres on the 22nd inst. was the act of the gallant commander, Colonel Christodoulou, who is stoutly resisting the advancing Bulgars. Volunteers are being organised at Salonica to proceed to his support. A contingent of Albanians has landed.

ATTACK ON THE FRENCH.

A *communiqué* states:—An enemy attack on the French holding Komarjan ridge was repulsed.

The *communiqué* continues:—Two battalions of the enemy were seen in the neighbourhood of the Dauli-Doiran front, and we drove in their advanced troops.

The enemy is entreaching on the Struma front.

The Serbians are now holding a line in the neighbourhood of Lake Ostrovo and Pozar.

NAVAL ACTIVITIES.

(THROUGH REUTER'S AGENCY.)

GERMAN BATTLESHIP DAMAGED.

ENEMY ADMISSIONS.

AMSTERDAM, August 23rd.

It is semi-officially admitted in Berlin that the battleship *Westfalen*, which is of the *Nassau* class, was hit by a torpedo on the 19th inst.

The announcement containing this admission says the battleship can be repaired. It declares that she remained capable of manœuvring and that a second torpedo missed her.

SUBMARINE MERCHANTMAN "DEUTSCHLAND."

ARRIVES AT DESTINATION.

AMSTERDAM, August 24th.

The submarine merchantman *Deutschland*, which left Norfolk, Virginia, on the 2nd inst., bound for Bremen, has arrived in port.

AERIAL ACTIVITIES.

(THROUGH REUTER'S AGENCY.)

ZEPPELINS.

ALLIES ACCOUNT FOR THIRTY-FIVE.

LONDON, August 23rd.

In the House of Commons, Mr. J. L. Baird, D.S.O., representing the Air Board, mentioned that seven Zeppelins are officially reported as having been destroyed, while five others are believed to have been disabled irretrievably. The Allies altogether have accounted for thirty-five Zeppelins.

GENERAL.

(THROUGH REUTER'S AGENCY.)

THE UNBRIDLED PEN.

ADVOCATING SEPARATE RUSSO-GERMAN PEACE.

PETROGRAD, August 23rd.

The Government is being urged to prosecute the Extreme Right leader, M. Bulatov, who, regarding Mr. Asquith's declaration that punishment should be meted out to those responsible for international crimes, as directed by the Kaiser, wrote an article containing scurrilous diatribes against Britain, who, he said, was planning a tribunal such as sentenced to death Mary Queen of Scots and Joan d'Arc. The article also said the British Army had advanced a few hundred yards in two years, and the task of taking the Kaiser prisoner was presumably imposed upon Russia. The war would not end when Russia was able to conclude an honourable peace, but when Russia had laid low the Hohenzollern Dynasty. M. Bulatov practically advocated a separate Russo-German peace.

RUMANIA AND THE ALLIES.

AMSTERDAM, August 24th.

According to the well-informed Dutch correspondent of the *Berlin Tageblatt*, the temporary tranquillity in Rumania does not signify that the country is not thinking of intervention. The Premier certainly intervenes on the side of the *Entente*, but it appears that the various Governments have not reached an understanding as to whether Rumania at the peace negotiations will have an equally decisive or only an advisory voice.

LIMITING LIFE OF PARLIAMENT.

LONDON, August 23rd.

The House of Commons have accepted the House of Lords amendment to the Parliament Bill, limiting to two years the life of any Parliament elected on the old Register.

Parliament has adjourned.

WAR NEWS.

NIAGARA FALLS ELECTRIC POWER SUPPLY.

An acute situation has developed at Niagara Falls. The Provincial Hydro-electric Commission, which supplies power to Toronto, Hamilton, London, and many other municipalities throughout the province, is unable under its contract with the Canadian Power Company to secure sufficient energy to maintain the service.

As a result the Ontario Government has asked the Dominion Government to prohibit the export of power to the United States. If the request be granted many American industries will be seriously affected by the stoppage of the supply of energy from Niagara.

THE WOLFF NEWS AGENCY.

The news that the famous, or rather infamous, Wolff News Agency had reported a deficit of 80,000 marks (\$1,000) is now supplemented by rumour that the company is in serious financial difficulty. In peace times, when relatively honest, it paid dividends of 10 per cent. Its present condition is another proof that unblushing dishonesty does not pay. The Agency attributes its misfortune to the low rate it is compelled to charge for its fabrications—ten marks a month is the subscription for war news. It does not raise its rates, because its clients are none too civil as it is, having hurled many criticisms at it for sending out news the inaccuracy of which has so often been discovered when too late.

THE CANTON TROUBLE.

ARRIVAL OF THE NEW CIVIL GOVERNOR.

(From Our Special Representative.)

CANTON, Wednesday.

Everyone was expecting the new Civil Governor this afternoon, and when one of Lung's two-funnelled gunboats came alongside the Admiralty pier at 3.40 and was received by a guard of about 500 men all thought he had arrived. The pier and all the gunboats lying in the river at this point were decorated with flags, and in front of the pier was erected a decorated arch, while the streets were lined with police and soldiers.

The guard of soldiers and police was drawn up in order about an hour before the gunboat arrived. As it turned out however, the official for the welcome of whom so much preparation had been made was the Governor's Chief Secretary, who had been sent on ahead to make arrangements. He was given a special guard of 20 soldiers. There was a big turnout of Chinese to view the arrival, but they were not allowed to get within 100 yards of the place where the soldiers were drawn up, and traffic along the bank and in the streets surrounding the Admiralty was held up for about an hour.

CANTON, Thursday.

The Civil Governor arrived by the *Kinsan* this morning. When he arrived there was a small guard-of-honour and chairs, but he walked off quickly to Dutch Folly, where he had a conference with the Chief of Police. Afterwards he visited Lung's Yamen.

PROSPECT OF A SETTLEMENT.

FINANCIAL DIFFICULTIES.

CANTON, Thursday.

The new Civil Governor Chu Hing Lan is said to have arranged a loan of 3,000,000 dollars with the Bank of China. He is to receive half of the amount when he takes up office in Canton and the other half when he has given a report on the state of the finances of the province and shown that it is necessary. If this is all the money that Chu can lay his hands on at once he will find some difficulty in paying the amount which Lung demands before relinquishing his post. Lung has sent a message to Luk that he will not fix a date for handing over the seals of office until he receives satisfactory assurances that he will be paid in full what the Government owes him and that he will be given enough money to enable him to move his troops to wherever the Central Government shall wish him to go. Luk has sent a military officer named Chao to Canton to discuss the matter with Lung, and some sort of settlement is expected. If satisfactory terms cannot be agreed upon and if the new Civil Governor is not able to suggest a way out of the difficulty there will be a resumption of hostilities. All parties have withdrawn to a radius of 5 li from the previous fronts held by them, and the only fighting since Monday has been attacks by robbers and quarrels among the soldiers themselves. There are repeated rumours that the Central Government will permit Lung to station his troops and make his headquarters at Ko Chow.

TOM GUNN.

The Chinese papers state that Tom Gunn is at Shui Hing with two aeroplanes manufactured in Japan.

HELP FOR LUNG.

Li Tien-tsai, the Commander of the 10th division of the Northern troops, has applied to the Central Government to be allowed to take his soldiers from Hupoh and proceed to the help of Lung if it shall be necessary. This Commander Li was formerly an officer under Lung and was one of his right hand men.

THE TRANSFER.

The question of Lung's handing over has been the subject of much discussion in the native press. Firstly, Luk wishes to fix a day for the actual handing over. Luk has made up his mind to stay at Fatsan and to send envoys to Canton actually to take over the seals. He then expects Lung to take his troops away quietly to whatever place the Central Government may direct. If Lung will not agree, Luk is willing to treat with Lung or even Lung's envoys at Shui Hing or Fatsan. Luk insists that, in the event of a settlement Lung's troops shall not advance from their present positions and that Lung shall obey absolutely the orders of the Central Government with regard to the disposition of his men.

SEK LUNG.

Outside Sek Lung fighting continues and robbers and pirates are doing much as they like heretofore. Lung's troops have arrived at Siu Chuen, which is less than 10 miles from Sek Lung and have taken up a very strong position. They are presumably waiting for reinforcements.

(Continued on next column.)

CAMPAGNING IN THE SUN.

HEAT WAVE IN EGYPT.

(BY W. T. MASSEY.)

Except for the brilliant air raid on German hangers at El Arish, Egypt lately has not loomed large in the world-war news. But do not imagine the Army is idle. On or near the Canal we are not fighting the enemy, because he cannot get in force. Occasionally one of him may be seen, a tiny white speck 10,000 ft. up in the blue, and we hear his attack only when the bomb nears the earth. The missiles have done but an infinitesimal amount of damage, and no one would pay the German the compliment of making a funk-hole to get out of his bombs' way. His air raids may be more successful presently, but just now he shows such desperate anxiety to get back to his base that he occupies only a small place in the soldier's thoughts and conversations.

Tommy is mainly concerned with the heat. As a relief from most abnormal weather his mind goes back to winter mud on Salisbury Plain, and there is hardly a man who would not exchange a day's Egyptian sunshine for one hour of British rain. Colonial troops endure the heat with smiling faces, because under their home skies they are accustomed to days of unclouded sun; but the soldier from Britain is not so sure that sweltering heat is conducive to a good labour output, and to get his work done is the aim of every man serving the King and Empire here. He works hard in the early hours, when the night breeze has cooled the desert sand, and left an air which makes a man buoyant and vigorous. It is a wise precaution, however, which sends all those who are off duty to repose when the sun is at its meridian. Consequently, there is less dinner-time football than we used to see. The ball is out when the sun is throwing shadows from the west, though the majority have come to believe that lookers-on have most of the game.

You would think so, too, if you had had a day of duty in the desert, where heat and glare are trials which only the foolish regard lightly. I cannot give any reliable figures of the temperature in the outpost line, because the only people I know who endeavoured to measure the heat had to give up the task. Their thermometers, registering only to 120deg., bubbled over, and declined to do the service properly. But it is possible to get an idea of what it is like out there, where the horizon is lost in the dancing heat-waves, by glancing at the shade-temperatures since June 3rd, for, by adding some 25deg. or 30deg. to these, you obtain approximate figures for readings in the sun.

Here are the daily maximum readings in the shade taken at a hospital in the Suez Canal zone:—

Date.	Max. shade temp.
June 3	104
" 4	112
" 5	117
" 6	117
" 7	98
" 8	101
" 9	99
" 10	100
" 11	102
" 12	104
" 13	107
" 14	107
" 15	108
" 16	108
" 17	111
" 18	109
" 19	107
" 20	105
" 21	113
" 22	115
" 23	115
" 24	116
" 25	110
" 26	105
" 27	108
" 28	113
" 29	107
" 30	110

In the hospitals the clinical thermometers have to be kept in ice water, and the readings are taken while the instruments are still under the patients' tongue.

ments before advancing on the City. The East River is still impassable and Tang Heng is as powerful as ever in this district. The trains are running for about 27 miles from Tai Sha Tou and on the other side from Kowloon to Shek Lung.

NORTH OF THE CITY.

Outside the City to the North and around the White Cloud hills there has been a great deal of isolated firing, principally attacks by robber bands on villages in the vicinity. These bands, which are very strong in numbers, have sacked several villages.

SHEK WAI TONG.

At Shek Wai Tong there has been no firing, but it is said that Lung has moved his men to Five-Eye Bridge and is bringing more men over to this side so that if there is a continuation of hostilities he will be in a stronger position here than he has ever been before. No firing has been heard on Shamen now for two days and nights.

SHUM AND LUNG.

The *Peking Daily News* publishes in extenso a long telegram from Shum, in which he lays the blame for the Kwangtung troubles at the door of Lung Chik-wong, and chides the Government for delaying to reply to his (Shum's) telegraphic requests for instructions. He charges Lung with having deceived the British Consul, and says it is absolutely false that he did not reply to the telegram of the British Consul.

He concludes as follows:—The foreign interference referred to in your telegram can never be expected, because since the outbreak the Revolutionary troops have never once molested foreigners. Now everything seems to be in good order, because General Luk has promised to come to Kwangtung. All my troops have remained in their places ceasing practically from hostilities and awaiting the arrival of the Tsuchun. Unless Lung Chik-wong should commence trouble in order to realize his ambitious schemes, the Central Government has no need to worry about the situation here.

THE RISE OF PRICES IN THE SPIRITUAL WORLD.

Prices are gone up in the spiritual as well as in the natural world. Even a good conscience is far dearer than it used to be, and peace of mind is hardly procurable. If we are not overworking ourselves, we know we ought to be. If we take any amusement, we feel we must excuse ourselves. We ought, we know, to have something better to do than play, though all but the most buoyant spirits require some artificial keeping up, and good humour is apt to go out at the door when economy comes in at the window. If we are not in direct anxiety, we are almost ashamed of our tranquillity; and if we want to converse with our friends, and so procure the most harmless of all recreation, they are either out at work, preoccupied, or so argumentative and censorious that we go home wishing we had not forced the meeting. The sun shining all this there is an unintermittent drama of thrilling interest being enacted before our eyes. We cannot help actively enjoying its development, and for doing so most of us condemn our selves. Even this distraction we must pay for in the coin of self-abasement.

Just now the temper of the ordinary person is short. Very small worries will serve to keep a bed sleeper awake, and very small irritations ruffle the spirit in time of stress. The spiritual and material worlds converge upon the question of money. This sounds very cynical, but surely it is true. If we have to give two thoughts instead of one to what we must eat and drink and how we are to be clothed, peace of mind, which is as often as not simply a delusion of mind, recedes as we count our pennies. We cannot get this mental leisure while we are distracted by the forming of new habits which have not yet become second nature. This second nature is very expensive in a spiritual sense. It means an outlay of energy, and it means that we continue to pay out from our moral fortune in patience and perseverance. In the end we may perhaps buy our leisure back, and find we have gained something into the bargain. Again, there are people who require a good deal more recreation than others, just as there are those who require an exceptional amount of food. For instance, a good deal of light reading may have become a necessity to them. They trust to it to enable them to get through their work, and they think with daily gratitude of the second-rate writers who have so often offered them rest and refreshment without mental effort of any sort. But it takes some effort nowadays to lose one's self in the lightest and least exacting of fiction. A domestic novel is now about as hard to read as a piece of abstract philosophy used to be in these delightful times before the craving for newspapers came to interfere with every train of quiet thought. They must pay heavily for their mental outing.

Probably none of us knew till lately how much we depended for our equanimity upon tiny distractions, little talks and plans and purchases, pleasant lookings-forward and pleasant lookings-back. The dislocation of social life has very much done away with these. We got something out of them which it is difficult to describe, but something which is a sort of class privilege—possessed, though it is, by an enormously large class. It is a sort of surface happiness, the badge of prosperity. It shows most in youth. The joy of well-off youth is a thing so lovely to look upon that if by its sacrifice we could mitigate by a quarter all the hardships of ill-off youth, there would still be some tears to be shed over the loss to the world. In later life it still shows in the faces of women. Let any one wander all day about any town and look at the women. Serenity is confined almost to what we still in our minds call "ladies." They had leisure for constant little pleasures. These are too dear now to be had. They cost too much time, too much thought, and too much money. We have all a sense that if we seek to make ourselves and others happy in the little ways of the past, we shall be blamed, shall be cast out among the careless. We take a pride now in belonging to those who dwell with care. If we insist that our harmless pleasures are still ours by right, we must be prepared to pay for them, to lose consideration, and even perhaps self-esteem. But it may be said:—Who wants amusement or pleasure now when the interest of life has increased tenfold? It is true; yet how painful is all this enduring of interest. Still, when the poets spoke of sweet pain they spoke with truth. There are some wonderful spiritual goods in the market, though there is nothing for nothing.

Look at the crowds of young people who three years ago would have married with little romance and no anxiety. Now the alternations of anxiety and delight are almost more than they can bear. Love is indeed a romantic thing just now. Poetry lives. In a sense the world has grown young again. The gallants and maidens are courting in the near presence of death. Truly they have recaptured a bliss which seemed fading into the past. But what a price they have paid for it! What tears and sleepless nights, what a terrible embitterment of the worst of all fears! There is no doubt a lighter side to this new interest in life. We are all politicians nowadays. We have all had a rise in life. We live in that exhilarating atmosphere where man gossips imperially. We are as keenly interested in the Government of this country and of Ireland, and in the conduct of the war, as though we had a chance of a seat in the Cabinet. We no longer say modestly, that we know little about the affairs of State. We are convinced that we know all about them, and we apportion praise and blame with zest and pleasure untold. True, we change our views every month or two, adore the men we cursed and curse those whom we adored; but, like children intent on a game, we have not a moment's time to give to the consideration of that inconsequent conduct which our instructors would bring to our notice. We never awake without a sense of interest, or go to sleep without a sense of expectation. To the Englishman, who is by nature an optimist though by habit a grumbler, expectation seldom takes the form of apprehension. Dullness is dead—but what has it cost to kill it?—*Spectator*.

ALLIES' RING OF FIRE.

ENEMY'S DESCRIPTION OF SOMME OFFENSIVE.

Lieutenant Alfred Dambitsch, who was wounded in the recent fighting on the Somme, gives a description in the *Vossische Zeitung* of the Allies' tactics in their present offensive. He describes the various weapons which have been improved during the war, such as liquid fire-throwers, gas attacks, and submarines, and says:

In this respect the present French and British offensive is the last word. The aim of any offensive in modern warfare is the destruction of the enemy. This is the object of the present offensive, the idea being to enclose us in a tactical ring by a simultaneous bombardment with long-range guns from the front and the rear. Accordingly the greedy beast began eating at the back of the German front. First of all our third and second trenches were incessantly bombarded, mostly by heavy artillery, of which the enemy had concentrated unprecedented masses in the sector of attack. It was dug-outs which had to be battered down, so that at the moment of assault all the defenders, except a few survivors, and all the machine-guns should be buried. Our second and third trenches were first bombarded in order to prevent our bringing up reserves. For the same reason all the communications (trenches) leading from the rear to the front position were kept under incessant fire. On the Somme every one of our columns had a good communication trench which led from the headquarters of the battalion to the front trench.

But the attack against our front from the rear extended still further. All the main and side roads and all the cross-roads were kept under fire so that approaching troops, munitions, supplies, and provisions had to pass through several lines of fire. Bombarding villages and places behind the front where the third trench was, the enemy was supposed to be various reserves are supposed to be quartered in an old trick of the British and French, but this time the principle was carried out more consistently and recklessly than ever. All places up to a distance of 10 miles behind the front were brought under incessant heavy artillery bombardment, which often started actual fires, thanks to the incendiary shells used by the enemy.

TRENCHES BATTERED DOWN.

The battering down of our advanced trenches was almost exclusively left to the heavy artillery and trench mortars, especially by the latter. The French have made great improvements in this weapon lately. For the destruction of our trenches they exclusively employed those of the heaviest calibre, and they now throw their mines with greater accuracy and over longer ranges than formerly. Opposing my company, not fewer than six mortars were placed. They were worked unintermittently, throwing hundreds of aerial torpedoes on our position. From the first to the third trench. They tore up our wire obstacles from the ground, poles and all, and threw them all over the place, crushing the dug-outs, if they fell on them, and plunging the trenches. In a very short time great portions of our trenches had been flattened out, partly by the heavy fire, and partly by the gas attacks, and finally there came a gas attack, also of an improved kind.

Although the offensive was made by great masses of infantry and had been prepared with all the latest improvements of the science of war, the attempt to break our line completely failed. Our front is no longer in any danger. Though the attacks still continue we are prepared to meet them. Even to-day, when war is so largely a matter of mechanical contrivances, the old truth still holds good that in the long run it is always the men who are the deciding factor.

The deepest impression left on me was not a feeling of horror and terror in face of these gigantic forces of destruction, but an unceasing admiration for my own men. Young recruits who had just come into the field from home, fresh 20-year-old boys, belated in this catastrophic ploughing and thundering as if they had spent all their life in such surroundings, and it is partly thanks to them that the older married men also stood the test so well.

The writer concludes by saying: "The enemy will never reach the Belgian frontier."

GREECE GREETED FRANCE.

A GREAT DEMONSTRATION.

On the occasion of the French National Fête great popular manifestations took place in Athens. A huge demonstration of over 10,000 people marched to the French Legation and delivered an enthusiastic address, in which, in eulogistic terms they recalled the liberties brought to the world by the French Revolution. Ten thousand throats then sang the "Marseillaise," ending with stentorian hurrahs for France, the Entente, and the Venizelos. The crowds then filed past the Legation, going in at one entrance and issuing from another. The Council of the Legation stood at the entrance saluting and surrounded by several French officers in full uniform.

The demonstrators then went on to the British Legation, from the balcony of which a member of the staff thanked the people and read to them an official bulletin, just in announcing another British success. This was received by the throng with loud and prolonged cheers. Many places were decorated in honour of the occasion, and the enthusiasm shown was spontaneous and sincere. The great proceedings passed off quietly without any incident, the new Chief of Police having kept exemplary order and the rowdy elements of Gournarists and Germanophiles having made no attempt to interfere.

Once more the Greek people assert in no mistakable manner the immense influence which France exercises over them, and the spontaneous feeling shown, which is genuine to the core, must be disingenuous to those who for eighteen years have tried by every means, legal and illegal, to turn the Hellenes from their ideals and sympathies.

"WHITE NIGHTS."

WHAT RUSSIAN COUNTRY LIFE IS LIKE.

(BY HAMILTON FIFE.)

I suppose it will surprise many people to learn that Russia has a hot summer, hotter than our usual summer in England, more sunshine, bluer skies. It is this which explains the rush of townsfolk every end of May to the country.

They will not stay in the towns. They say it is unhealthy. They speak as if all the plagues raged during the hot weather, which is not, you must understand, so hot as all that! Still, Moscow is detestably dusty, and the Petrograd canals smell worse than usual, and for all reasons it is pleasanter to be in the country. So off go all who can to their "datchas" (summer homes) to enjoy the sunshine and the clear sky and the soft, warm air that are blown from the sun-baked south.

It takes a long time to get rid of winter. Well into April sometimes into May, he keeps his grip on the rivers, the earth is still under snow. Gradually the snow melts, the ice breaks up and floats away. The dark earth appears and very quickly looks as if it had been lightly dusted over with a green powder. It recovers quickly, for the snow has kept it warm. The trees are not so soon themselves again. They have been exposed to the cruel winds, the savage, silent, paralyzing frosts. For a month after winter has gone they are black and bare. Life comes back to them only when they have been well warmed by the sun. Last year they were not in leaf until June.

This year a few hot May days turned them green, but then back came north-east winds, and for three weeks they stood still. Now they are in their first full glory. The lilacs are just frothing into flower, the chestnut candles almost ready for lighting. There is no Hawthorn here, but a blossom which both looks and smells like it is filling the warm air with a drowsy delight. In the meadows great double kingcups lift proud heads of gold, daisies two inches across grow everywhere, violets are hiding in the fresh forest grass. We are in the full tide of spring or early summer. But we have had a long time to wait for it. This week is what in the old life used to be Ascot week. We are in the middle of June.

There is a passion in the summer here. One only feels this in countries which have a long, hard winter. The earth seems to rejoice in its freedom. There is a luxuriance of growth which we scarcely know in England, a sudden rush of life, a glory of light and warmth and splendour. Ask any Russian living abroad what he most misses and he will tell you "The White Nights." All through June, with a little overlapping on either side of it, sunset and sunrise are so near together that there is no darkness. Last night I was sitting out of doors reading at eleven o'clock. We dine at half-past eight, and after strolling about the garden, or watching the afterglow flame in the sky and reflect its glory in the Gulf of Finland, we say, "It must be getting late." Someone looks at a watch. It is midnight! Who could have guessed it! We go reluctantly to bed, our rooms quite light still, until with hesitating hand we draw curtains over the windows. It seems a shame to shut out these wonderful "White Nights."

It is a happy life, that of the Russian "datchnik" ("datcha" dweller). Very simple and primitive, utterly different from English country-house life. To begin with, "datchas" are a rule are wooden houses, only meant for summer habitation. All winter most of them stand empty. When they are to be occupied again servants go down, light fires, clean them up. Then the furniture is sent by road, piled up on carts. Not too much of it. Just enough for comfort. Appointments are not considered. There is no state or ceremony. One lives out of doors as much as possible, or on glassed-in balconies, which are but one slight remove from the open air. Outside every "datcha" are set benches, both in the garden, if there is one, and in the road. Upon these it is customary to sit and talk for hours. Dress is sketchy, and often scanty. Meals are at odd times, and can be prolonged or cut short at will. For example, a Russian hostess will say to the parlourmaid, "See if the cook has anything else to give us," or it may be, "Never mind about the chickens and the soufflé, Masha. Just bring us tea. We have had enough to eat."

Most English people, accustomed to the formality and state of our country houses, delighted in their way, would be revolted by the go-as-you-please life of the "datcha." But it is of a piece with everything else. With the wild gardens, growing as they please, letting Nature be their gardener. With the servants so smiling and friendly and cheerful, but judged by our standards, so incompetent. With the free-and-easy manners of the "datchniks," determined to make their summer as complete a contrast as possible to their winter existence in town. From September to May they live in almost hermetically sealed houses. They wrap themselves up to go out as if they were at the North Pole. They take no exercise, breathe as little fresh air as they can. Their complexions grow wax-like, their eyes dull. From May till August they get as near Nature as they can. Instantly their appearance alters. They look healthy and strong. They feel vigorous and normal. All the result of fresh air!

No wonder that all, from the poorest, who go to tiny cottages, travelling backwards and forwards, if they must, trains crowded beyond belief, to the high officials and rich merchants, who own small palaces and have motorcars to meet them at the railway station—no wonder everybody looks forward to "datcha" time with longing. No wonder all Russians, accustomed from childhood to spend the "White Nights" in the country, think with delight of these never-ending evenings, when one day blends into another so imperceptibly, without a break. They are strangely fascinating. I began by disliking them. It seemed an outrage

(Continued on next column.)

GERMANY'S MERCANTILE MARINE.

THE HANSEATIC SPIRIT AND ITS FUTURE WORK.

The Berlin *Tageblatt* publishes a long article with the proud title "The Hanseatic Spirit," which is interesting as a fine specimen of Teutonic bounce and brag. The writer laments that in a few days after the declaration of war the German mercantile flag disappeared from the sea, and that deep and painful silence descended on the towns and harbours of the North Sea. Hamburg and Bremen shippers at first took no steps to meet the new situation. They believed that the war would be a short one, and that after "a passage of arms" with England intimate commercial relations with England would be resumed on much the same lines as before the war.

The silence and inactivity were not, therefore, the result of crippled powers, but of optimism. But the war extended and the Hanseatic merchants saw that they could not sit down with idle hands until the war was over. They resolved on a "Durchbruch," they resolved on making themselves strong for the future. And now for months, we are told, the men on the North Sea have been persistently working and waiting, not for "the Day," but for "the Future." Much has happened lately to witness to the fact that the work has been crowned with success. Ballin, of the Hamburg-America Line, and Heineken, of the North German Lloyd, have declared that their building operations have known no cessation, and that their fleets at the conclusion of the war will resume their operations with perhaps a still higher tonnage than they possessed when war broke out.

The same thing, we are told, applies to all the other great lines. The Hansa line, the Hamburg-South America Company, the Deutsche-Australische line, the Kosmos and Levant lines have all announced that they are building new ships, or that their new ships have already been built. Even smaller lines, engaged in the Baltic trade, have been able to lay down a large number of new vessels. The vast majority of these new ships will be freight-carriers.

But the passenger trade has been by no means neglected. We are informed that the Hamburg-America line have already finished a new ship of the *Imperator* type (55,000 tons) and three new 35,000-ton boats, that the North German Lloyd are finishing two ships of the *Columbus* class (35,000 tons each), and that the South America line has ready a new ship to take the place of the lost *Cap Trafalgar*. It is certain, says this voracious writer, that during the first days of peace the German passenger-boats will be running with all their old power.

It is absurd to think, says the writer, that there will be any diminution of German tonnage. Besides, the post-war ships will be better and more modern than the ships of the ante-war period, and certainly better than the fleets of England. It is not only that the percentage of new German ships will be higher than in England, where tonnage has sadly deteriorated owing to the stress of war work, and where the large yards have been fully occupied with Admiralty orders, but in the war period German ships have been refitted, have been repaired and modernised, and can spring at once into action.

The one trouble which the writer of this article foresees lies on the financial side of the question. The Germans have plenty of technique, but no money. And while English and neutral shipping companies have been piling up reserves out of their swollen profits the German companies have been consuming their reserves. The one comfort of the writer lies in the hope that the German Government will come to the rescue with liberal and adequate subsidies.

No, not his one comfort: There is one comfort more, the fact that a German submarine merchantman has taken a cargo of dyestuffs to America, and will probably bring back a cargo of rubber. It would be wrong, he says, to overestimate the importance of this blockade-breaker in supplying the wants of Germany, even though many of its sister ships are already completed, but neither must its importance be underestimated. It will certainly weaken the vigour of the British blockade, and its moral and legal importance "is enormous."

Perspectives of unimagined grandeur stretch out before the writer. He revels in the thought of the development of the new submarine. "A submarine mercantile fleet of 500,000 tons would be able to render every attempt at a blockade illusory, and be able to supply Germany with all the raw material she requires for her manufactures."

upon the settled order of life that I should have, like the child in Stevenson's verses, "to go to bed by day." Now I love the colours in the midnight sky, the clear, magical twilight before dawn, the golden afterglow, with the fishing boats on the shiny water, the dome of Cronstadt Cathedral, the distant forts in the gulf, all dead-black against it.

In the city the effects are sometimes even more enchanting. The churches stand so sharply out against the whiteness of the night. The lines of ugly palaces along the Neva have an otherworldly look about them; become dignified, almost beautiful. There is a tremulous loveliness even in the lancet spires of the Admiralty and the Fortress of Peter and Paul. Those who must stay in Petrograd solace themselves by driving to the Islands and walking at the Point, where two arms of the Neva flow into the gulf, and talking poetry as all Russians love to talk it, with the accents of summer heavy in the air; then crowd into a hot, expensive restaurant, as all Russians love to crowd, to eat and drink rich foods and liquors until the sun is up at half-past two in the morning, and in the broad daylight they drive home to bed.

But for me the "datcha," in the quiet, dove-like evening, with a nightingale not far away, and the lap of the water on the rocks. That is where the "White Nights" are best of all.

IMPERIAL UNITY.

MR. MERRIMAN ON THE TAXING QUESTION.

DOMINIONS' DEBT TO NAVY.

Mr. J. X. Merriman contributes an interesting letter to the *Cape Times* on the questions raised in Mr. Lionel Curtis' book "The Problem of the Commonwealth."

Mr. Merriman states that discussion on the subject has reached the dangerous stage when people are saying that something should be done, forgetting Lord Melbourne's question, "Why not leave it alone?" He urges that it is almost impossible to get any community once entrusted with the right of self-taxation willingly to surrender that right to some distant assembly in which its representation would be small. Disruption would be a weapon in the hands of every patriot with ambitions or grievances.

The difficulty of India's position is emphasized, and Mr. Merriman asks whether the Dominions would consent that India should have its share in the Government or whether India would willingly accept the position of being governed by an Imperial Council on which the Dominions had a voice and India had not.

It might be, he continues, that Union, if it added to the material greatness of Britain, would insensibly detract from her spiritual greatness, which, perhaps, in the absence of any rigid union would be richer for the evolution of independent nations who might develop the best ideals of the English race on original lines, creating improved varieties of the ancient stock.

After questioning the feasibility of a common tariff or taxation imposed by some Bundesrat, he declares that the peace of the world must depend on the maintenance of a strong British Navy. It is inconceivable that at the end of the war the British taxpayer's Colonial brother will accept from his embarrassed relation that eleemosynary protection accorded by the Navy which alone enables him to indulge his aspirations for national growth. Some way of regularizing this question on a business footing must be found, whether by free grants from Dominion exchequiers or a scheme of insurance in proportion to the volume of trade.

In the course of his letter Mr. Merriman characteristically remarks:—"We are apt to ignore the fact that everything the world owes to the Anglo-Saxon race springs from British, and if by a convulsion of nature all the Dominions disappeared to-morrow with all their material progress neither the world of ideas, literature, or art, nor all that goes to make up civilization, would be one whit the poorer."—*Times*.

SUBMARINE FRIGHTFULNESS.

GERMAN HINT AT NEW CAMPAIGN.

A recent article in the *Lokal-Anzeiger* bearing the initials of Emil Zimmermann and the marks of official inspiration hints at a new era in submarine frightfulness.

The article lays stress on the possibility that England may use her credit and power to force the smaller neutral States into an attitude of unfriendliness or hostility towards the Central Powers. Should such a situation obtain, then it would behoove Germany to consider whether the decision she arrived at in the spring of 1916 was in accordance with her well-understood interests.

The decision to modify submarine warfare was taken because Germany did not wish a war with America, into which her enemies wanted to force her. That decision was provisional. If England, however, succeeded in arranging neutrals against Germany, either actively or passively, the ground for that decision would pass away. Should Germany be compelled to act ruthlessly the decision will rest not in a sentimental but in a real basis.

The *Kreis Zeitung* in a reference to the *Lokal-Anzeiger's* article says that it has had occasion to call attention to circumstances which appeared to require decisive submarine action, and it is glad to note that elsewhere (meaning, of course, the same deductions are drawn from the oppression of neutrals. It remarks that a prompt decision is necessary, otherwise the best season for the prosecution of submarine war will have elapsed.

GERMAN DESPERATION.

The *Lokal-Anzeiger's* article is regarded here (says *The Times* special correspondent in Amsterdam) as a menace to Holland, doubtless intended to be taken in conjunction with the efforts made by the Allies to obtain half of Holland's surplus agricultural produce and half of her surplus fishing industry, after her own demands are supplied, leaving the remaining half for Germany. Certainly the article unintentionally affords further evidence of the acute situation now existing in Germany. The potato crop in Belgium is a failure, half of it being reported lost. Similar conditions obtain throughout a large part, if not all, of Germany. These factors, combined with the war situation, are producing a state of mind approaching desperation—hence it is supposed there will be an almost irresistible demand that something should be done.

The something favoured by many, though not the most far-sighted, seems to be running amok with submarines. If this policy were reverted to and neutral ships again be sunk, Germany may then find, too late, that she has not all her possible enemies arrayed against her at present. The Dutch are still extremely angry at the sinking of their vessels and buffeted indefinitely.

AUSTRIAN MOCK TRIAL OF DEAD DEPUTY.

Signor Arca, a member of Parliament serving at the front, who has returned to Rome, states that Signor Battisti, Deputy for Trent, was seriously wounded in the Vallarsa, and that, being unable to get back to the Italian lines, he committed suicide rather than fall into the hands of the enemy. Presumably the Austrians seized the body, which they hanged after a mock trial for treason. Public indignation is profound, and the papers unanimously call upon the nation to avenge this fresh crime of Austrian barbarity.

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100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 7

SHIPPING

ARRIVALS.

BANER MARU, Japanese str., 2,351, Morita, 24th August—Balik Papan 15th August, Singapore—Order.

Cueno, British str., 1,338, Speed, 24th August—Bangkok 14th August, Rice and Teak—Butterfield & Swire.

CHIVUEN, Chinese str., 1,174, W. S. Ross, 24th August—Shanghai 20th August, General—Order.

HIRADO MARU, Japanese str., 1,628, Ito, 23rd August—Tsingtau 17th August, Coal—Order.

HONG WAI, British str., 2,092, E. Victor V. Egmond, 23rd August—Singapore 18th August, General—Order.

NICHIO MARU, Japanese str., 1,624, Hibi, 24th August—Wakamatsu 18th August, Coal—Order.

NONE, British str., 1,188, D. Asbury, 24th August—Kobe 16th August, General—Order.

KAUKONG, British str., 987, J. B. Evans, 24th August—Haiphong 23rd August, Pigs and General—Butterfield & Swire.

TRIGONIA, Dutch str., 1,056, F. Vijgeboom, 24th August—Singapore 17th August, Bulk Oil—Order.

TAIHEI MARU, Japanese str., 2,101, T. Horinchi, 24th August—Dairen, Coal—Order.

WOMARA, British str., 1,127, H. M. Smith, 24th August—Swatow 23rd August, General—Jardine, Matheson & Co., Ltd.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.

KUNCHOW, British str., for Hoibow.

NANYO MARU, Jap. str., for Daiyeh.

NONE, British str., for Singapore.

SHANTUNG, British str., for Shanghai.

DEPARTURES.

August 24th.

ANAKUSA MARU, Jap. str., for Swatow.

ATSUMI MARU, Jap. str., for Singapore.

DERWENT, British str., for Saigon.

GRANSTRAL, British str., for Shanghai.

HANGCHOW, British str., for Shanghai.

HOKUTO MARU, Jap. str., for Batavia.

KAMOI, British str., for Haiphong.

KAIHO MARU, Jap. str., for Takao.

LIANGCHOW, British str., for Swatow.

RANGKONG MARU, Jap. str., for Singapore.

SHINTSU MARU, Jap. str., for Vancouver.

TILLWONG, Dutch str., for Batavia.

PASSENGERS.

ARRIVED.

Per *Kaitung*, from Haiphong, for Hongkong, Mr. and Mrs. Updell.

Per *Vore*, from Kobe, etc., for Hongkong, Dr. Mahk, Mr. A. Lambden, Miss E. Lambden, Mr. C. Udhodas, Mr. D. Parr, Mr. Michael Murphy, Mr. G. T. Smith, Mr. D. J. H. Green, Mr. W. S. Dadds, Mr. W. Russell, Mr. C. W. Harvey, Mr. P. W. Anderson, Mr. G. Nuttall, Mr. F. C. Dennison, Mr. and Mrs. Lin and 2 native servants, Mrs. Chapman.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, OCEAN AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL AND SOUTH AFRICA PORTS.

THE Steamship

"NORE".

Captain D. Asbury, carrying His Majesty's Mail, will be despatched from this port on or about FRIDAY, the 25th Aug., 1916, taking Passengers and Cargo for the above ports, in connection with the Co. as "MONTAGLE" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per s.s. "KATANA", due in London about the 9th Oct., 1916.

Parcels will be received at the Office until 3 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. V. D. PARR,
Acting Superintendent,
Hongkong, 14th August, 1916.

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

FOR GENOA AND LONDON.

THE Motorship

"GLENLYN",
8,500 Tons D.W.,
will be despatched for the above ports on 8th September, 1916.

For freight, passage and further information, apply to

SHEWAN, TOMES & Co.,
Agents,
Hongkong, 12nd August, 1916. [1040]

OCEAN STEAM SHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

"BLUE FUNNEL" LINE.

NEW YORK SERVICE.

HONGKONG TO NEW YORK

THE Steamship

"EDRYMACHUS"
Ready to load about 8th September.

For Rates of Freight and further information apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 24th August, 1916. [1045]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "A", nearest Hongkong "B", midway between Hongkong and Kowloon "C", and those vessels berthed at the Kowloon Wharf "D", together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Black Pier. 3. From Black Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NONE	Brit. str.	1 m.	D. Asbury	P. & O. S. N. Co.	To-day, at Noon.
LONDON	CITY OF NORWICH	Brit. str.	1 m.	Takano	THE BANK LINE, LIMITED	On 6th Sept.
LONDON VIA SINGAPORE, MALACCA, PENANG, &c.	ITO MARU	Jap. str.	1 m.	C. O. Talbot, R.N.R.	THE BANK LINE, LIMITED	On 7th Sept., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	MALTA	Brit. str.	1 m.	C. O. Talbot, R.N.R.	P. & O. S. N. Co.	On 8th Sept., at Noon.
GENOA & LONDON	GLIMMER	Brit. str.	1 m.	D. A. Gardiner	SHEWAN, TOMES & Co.	On 9th Sept.
MAURITIUS & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	1 m.	D. A. Gardiner	THE BANK LINE, LIMITED	On 30th Nov.
DELAGO-BAY, DURBAN, EAST LONDON, &c.	KATHIWAR	Brit. str.	1 m.	Doris	MESSAGERIES MARITIMES	On 20th Sept.
MAURITIUS VIA PORTS	ATHOS	Brit. str.	1 m.	Doris	MESSAGERIES MARITIMES	About 23th inst.
VICTORIA, B.O. & SHANTIA VIA KINLURO, &c.	YOKOHAMA MARU	Jap. str.	1 m.	T. Hamada	NIPPON YUSEN KAISHA	On 1st Sept., at 4 P.M.
VICTORIA & TACOMA VIA MANILA &c.	TACOMA MARU	Jap. str.	1 m.	T. Hamada	OSAKA SHOSHUN KAISHA	On 8th Sept., at 3 P.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	ANTO MARU	Jap. str.	1 m.	K. Akamatsu	OSAKA SHOSHUN KAISHA	On 20th Sept., at Noon.
NEW YORK VIA SHANGHAI, SAN FRANCISCO, &c.	TOYOTA MARU	Jap. str.	1 m.	T. H. Robson	OSAKA SHOSHUN KAISHA	About 1st Sept.
NEW YORK	BURKACHU	Jap. str.	1 m.	T. H. Robson	OSAKA SHOSHUN KAISHA	About 6th Sept.
SAN FRANCISCO VIA SHANGHAI & HONGKONG	CHINA	Jap. str.	1 m.	T. H. Robson	OSAKA SHOSHUN KAISHA	On 5th Sept.
SAN FRANCISCO VIA NAGASAKI	ARAKAN	Jap. str.	1 m.	E. Bent	JAVA-ORIENTAL JAPAN LINE	On 11th Sept.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	PERIA MARU	Jap. str.	1 m.	E. Bent	TOYO KISEN KAISHA	On 21st Sept., at 10.30 A.M.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	TANTO MARU	Jap. str.	1 m.	E. Bent	TOYO KISEN KAISHA	On 4th Oct., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EURODOR	Brit. str.	1 m.	S. Robinson	PACIFIC MAIL S.S. CO.	On 7th Oct.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	1 m.	A. J. Hadley	CANADIAN PACIFIC O.S. LD.	On 8th Sept.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGLE	Brit. str.	1 m.	W. Dixon Hopcott	CANADIAN PACIFIC O.S. LD.	On 30th Sept.
AUSTRALIAN PORTS	EMPEROR OF ASIA	Brit. str.	1 m.	S. Robinson	CANADIAN PACIFIC O.S. LD.	On 4th Oct., at Noon.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	1 m.	Toyoda	GLEN, LIVINGSTON & CO.	To-morrow, at 11 A.M.
JAPAN	IVIBODAS	Jap. str.	1 m.	Toyoda	GLEN, LIVINGSTON & CO.	On 12th Sept., at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	1 m.	Takada	JAVA-ORIENTAL JAPAN LINE	On 2nd Sept.
KOBE & YOKOHAMA	BREITEN MARU	Jap. str.	1 m.	Takada	NIPPON YUSEN KAISHA	On 10th Sept., at Noon.
KOBE & MOJI	KUTANAGI	Jap. str.	1 m.	Takada	NIPPON YUSEN KAISHA	On 27th inst.
KOBE & MOJI	TOTOMI MARU	Jap. str.	1 m.	Takada	NIPPON YUSEN KAISHA	On 1st Sept., at D'light.
SHANGHAI VIA FOCHOW	WOSANG	Jap. str.	1 m.	J. M. Smith	JARDINE, MATHESON & Co., Ltd.	On 8th Sept.
SHANGHAI VIA SWATOW	YUSANG	Jap. str.	1 m.	Campbell	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight.
SHANGHAI	KITANO MARU	Jap. str.	1 m.	E. B. Jones	BUTTERFIELD & SWIRE	On 27th inst., at D'light.
SHANGHAI KOBE & YOKOHAMA	SHIMAZU	Jap. str.	1 m.	F. E. Cope	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
SHANGHAI	CHITARA	Jap. str.	1 m.	A. J. Terry	DAVID SARGSON & Co., Ltd.	On 27th inst., at 10 A.M.
SHANGHAI	CHITARA	Jap. str.	1 m.	S. Boulwood	JARDINE, MATHESON & Co., Ltd.	On 28th inst.
SHANGHAI KOBE & YOKOHAMA	CHITARA	Jap. str.	1 m.	Tachibana	BUTTERFIELD & SWIRE	On 29th inst., at D'light.
SHANGHAI MOJI & KOBE	NAMUR	Jap. str.	1 m.	A. Collier	MESSAGERIES MARITIMES	About 29th inst.
SHANGHAI MOJI KOBE & YOKOHAMA	SARDINIA	Jap. str.	1 m.	J. T. Jeffery	P. & O. S. N. Co.	About 2nd Sept.
SWATOW, AMOY & FOCHOW	HAIBONG	Jap. str.	1 m.	J. W. Evans	DOUGLAS LAFFRAIR & Co.	About 12th Sept.
SWATOW, AMOY & FOCHOW	HAIBONG	Jap. str.	1 m.	W. C. Passmore	DOUGLAS LAFFRAIR & Co.	On 18th Sept., at 2 P.M.
TAMSAI & KEELUNG VIA SWATOW & AMOY	KAITO MARU	Jap. str.	1 m.	Murakami	OSAKA SHOSHUN KAISHA	On 27th inst., at Noon.
ANPING & TAKAO VIA SWATOW & AMOY	OTUWA MARU	Jap. str.	1 m.	Knigh	OSAKA SHOSHUN KAISHA	On 30th inst., at 9 A.M.
MANILA	LOONGMARU	Jap. str.	1 m.	Sidford	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 3 P.M.
MANILA	OHINAWA	Jap. str.	1 m.	W. Monney	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 4 P.M.
MANILA	TAMING	Jap. str.	1 m.	S. Togakura	BUTTERFIELD & SWIRE	On 2nd Sept., at 3 P.M.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	YAMATU MARU	Jap. str.	1 m.	K. Ogura	NIPPON YUSEN KAISHA	On 5th Sept., at 4 P.M.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	YAMATU MARU	Jap. str.	1 m.	K. Sukawa	OSAKA SHOSHUN KAISHA	On 8th Sept.
SINGAPORE, PENANG & CALCUTTA	SANTHA	Jap. str.	1 m.	Robertson	DAVID SARGSON & Co., Ltd.	On 12th Sept., at 7 A.M.
SINGAPORE, PENANG & CALCUTTA	KUNRANG	Jap. str.	1 m.	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	To-day.
SINGAPORE & SOUBABAYA	CHUNRANG	Jap. str.	1 m.	C. J. Matlock	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	LAIKANG	Jap. str.	1 m.	F. Monney	JARDINE, MATHESON & Co., Ltd.	On 2nd Sept., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	CHUNRANG	Jap. str.	1 m.	Tsuda	NIPPON YUSEN KAISHA	On 8th Sept.
SNADAKAN	HIKANG	Jap. str.	1 m.	A. Kennedy	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at Noon.
HOIHOW, PAKHOI & HAIPHONG	KAIPOING	Jap. str.	1 m.	J. B. Evans	BUTTERFIELD & SWIRE	On 27th inst., at 10 A.M.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STRAITS, SINGAPORE, MALACCA, PENANG, &c.

SHANGHAI VIA FOCHOW "WOSANG" Saturday, 26th Aug. D'light.

MANILA "LOONGMARU" Saturday, 26th Aug. 3 P.M.

SINGAPORE, PENANG & CALCUTTA "KUNRANG" Saturday, 26th Aug. 3 P.M.

SHANGHAI VIA SWATOW "YUSANG" Sunday, 27th Aug. D'light.

SHANGHAI "CHITARA" Tuesday, 28th Aug. D'light.

BANDAKAN "HINSANG" Thursday, 31st Aug. Noon.

SINGAPORE AND SOUBABAYA "CHUNRANG" Thursday, 31st Aug. 3 P.M.

KOBE AND MOJI "KUTANAGI" Friday, 1st Sept. D'light.

MANILA "YUENSANG" Saturday, 2nd Sept. 3 P.M.

SINGAPORE, PENANG & CALCUTTA "LAISANG" Saturday, 2nd Sept. 3 P.M.

RETURNS TO JAPAN.

The steamers "KUTANAGI", "NAMUR", "LAISANG", and "FOCHOW", leave about every 3 weeks, generally call at Shanghai, en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 13 days. This service is supplemented by the "YAMATU" and "CHITARA" leaving Hongkong at regular intervals for Yokohama (when sufficient tonnage is offered), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtze Ports, Choochow, Tientsin, Dairen, Wailu.

Taking cargo on Through Bills of Lading to Kaito, Lahad Dair, Singapore, Tawu, Tientsin, Tientsin and Lahad.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS all European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

Telephone No. 215.

For Freight or passage, apply to

JARDINE, MATHESON & Co., Ltd.
General Managers.
Hongkong, 24th August, 1916.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates

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JARDINE, MATHESON & Co., Ltd.

Telephone No. 215.

Hongkong, 16th April, 1915.



THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

FOR STRAITS, SINGAPORE, MALACCA, PENANG, &c.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

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Hongkong, 16th April, 1915.

CANADIAN PACIFIC OCEAN SERVICES LIMITED

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver

In connection with the Canadian Pacific Railway

Hongkong to Vancouver 17 days. Hongkong to Montreal 21 days.

Hongkong to Chicago 21 days. Hongkong to New York 22 days.

"EMPEROR OF RUSSIA" AND "EMPEROR OF ASIA"
10,800 tons gross register, quadruple screws, speed 21 knots.
Largest and most luxurious ships on the Pacific.

SAILINGS FROM HONGKONG (subject to change) SAILINGS FROM HONGKONG.

"EMPEROR OF RUSSIA" ... 8 Sept. "EMPEROR OF RUSSIA" ... 1 Nov.

"MONTAGLE" ... 8 Sept. "MONTAGLE" ... 7 Nov.

"EMPEROR OF JAPAN" ... 20 Sept. "EMPEROR OF JAPAN" ... 15 Nov.

"EMPEROR OF ASIA" ... 4 Oct. "EMPEROR OF ASIA" ... 29 Nov.

Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.

"Montagale" calls Moji instead Nagasaki.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Railway to all Overland Points in Canada and the United States, also to Pacific Coast Ports, European ports and West Indies.

For further information as to rates of Freight and Passage, Sailing Lists, etc., please apply to

P. D. SUTHERLAND, General Agent, Passenger Dept., Hongkong.

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P. & O. S. N. CO.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STRAITS, SINGAPORE, MALACCA, PENANG, &c.

LONDON & BOMBAY VIA SINGAPORE, PENANG, &c. NORE Capt. D. Asbury 25th Aug. Connecting at Colombo with Mail s.s. "Mooltan."

SHANGHAI, MOJI & KOBE NAMUR Capt. A. Collier, 2nd Sept. Direct Service.

LONDON & BOMBAY VIA SINGAPORE, PENANG, &c. MALTA Capt. C. C. Talbot, R.N.R. 8th Sept. Connecting at Colombo with Mail s.s. "Kashgar."

SHANGHAI, MOJI, KOBE & SARDINIA Capt. J. T. Jeffery 12th Sept. Direct Service.

YOKOHAMA

WIRELESS ON ALL STEAMERS. Return tickets at a fare and-a-half available to Europe for two years or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

SEE SEPARATE ADVERTISEMENT.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to

E. V. D. PARR, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 25th August 1916.

WEATHER REPORT.

On the 24th at 11.35.—Pressure has decreased considerably along the south-east coast of China, moderately over Formosa and the Lower Yangtze Valley, and slightly in all other districts except Japan where it is nearly stationary, and the monsoon, where it has increased a considerably.

Depressions lie over S.E. China and to the south-west of Japan.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches. Total since 1st January, 88.41 inches, against an average of 63.36 inches.

The forecast for the 24 hours ending at Noon to-day is as follows:—

DISTRICT FORECAST.

Hongkong & Neighbourhood S.W. winds, moderate; fine at first, some rain later.

Formosa Channel The same as No. 1.

South coast of China between Hongkong and Lianzhou The same as No. 1.

South coast of China between Lianzhou and Hainan The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

23rd August, A.M.

Station. Hour. Barometer at Sea Level. Temperature. Humidity. Wind Direction. Force. Weather.

Vladivostok	8 a.	29.01	73	88	SSW	1	—
Nemuro	8 a.	29.01	73	88	SSW	1	—
Hakodate	8 a.	29.01	73	88	SSW	1	—
Tokyo	8 a.	29.01	73	88	SSW	1	—
Kobe	8 a.	29.01	73	88	SSW	1	—
Nagasaki	8 a.	29.01	73	88	SSW	1	—
Kagoshima	8 a.	29.01	73	88	SSW	1	—
Osaka	8 a.	29.01	73	88	SSW	1	—
Naha	8 a.	29.01	73	88	SSW	1	—
Ishijima	8 a.	29.01	73	88	SSW	1	—
Shimon	8 a.	29.01	73	88	SSW	1	—
Chaofo	8 a.	29.01	73	88	SSW	1	—
Wakoh	8 a.	29.01	73	88	SSW	1	—
Hankow	8 a.	29.01	73	88	SSW	1	—
Ichang	8 a.	29.01	73	88	SSW	1	—
Kichang	8 a.	29.01	73	88	SSW	1	—
Changsha	8 a.	29.01	73	88	SSW	1	—
Shanghai	8 a.	29.01	73	88	SSW	1	—
Guala	8 a.	29.01	73	88	SSW	1	—
Sharp Peak	8 a.	29.01	73	88	SSW	1	—
Amoy	8 a.	29.01	73	88	SSW	1	—
Swatow	8 a.	29.01	73	88	SSW	1	—
Tientsin	8 a.	29.01	73	88	SSW	1	—
Taipei	8 a.	29.01	73	88	SSW	1	—
Tsukun	8 a.	29.01	73	88	SSW	1	—
Kochin	8 a.	29.01	73	88	SSW	1	—
Panama	8 a.	29.01	73	88	SSW	1	—
Canton	8 a.	29.01	73	88	SSW	1	—
Hongkong	8 a.	29.01	73	88	SSW	1	—
Gap Rock	8 a.	29.01	73	88	SSW	1	—
Wah	8 a.	29.01	73	88	SSW	1	—
Wichow	8 a.	29.01	73	88	SSW	1	—
Hothow	8 a.	29.01	73	88	SSW	1	—
Pakhoi	8 a.	29.01	73	88	SSW	1	—
Phu Lien	8 a.	29.01	73	88	SSW	1	—
Tourane	8 a.	29.01	73	88	SSW	1	—
Cape St. James	8 a.	29.01	73	88	SSW	1	—
Apari	8 a.	29.01	73	88	SSW	1	—
Dagupan	8 a.	29.01	73	88	SSW	1	—
Manila	8 a.	29.01	73	88	SSW	1	—
Laguni	8 a.	29.01	73	88	SSW	1	—
Tadolo	8 a.	29.01	73	88	SSW	1	—
Iloilo	8 a.	29.01	73	88	SSW	1	—
Sardao	8 a.	29.01	73	88	SSW	1	—
Tagbora	8 a.	29.01	73	88	SSW	1	—

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From HONGKONG 2nd September. PROPOSED SAILING Connecting with "KATHIAWAR" From COLOMBO 17th October.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From HONGKONG - S.S. "SALAMIS" ... 30th November.
For Rates of Freight and Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO
UNITED KINGDOM AND CONTINENT.

From HONGKONG 2nd September. PROPOSED SAILING Connecting with "KATHIAWAR" From COLOMBO 17th October.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' options. Subject to change without notice. For rates of freight and further information apply to—
THE BANK LINE, LTD.,
38 TO 40, RUSSELL ST., CAN'TON.
HONGKONG 2nd August, 1916.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STRAITS TO SAIL

HONGKONG, PAKHOI and HAIPHONG "KAIFONG"	On 27th Aug., 10 A.M.
CHIAO-SHAI "YINGCHOW"	On 27th Aug., 4 P.M.
MANILA, CEBU and ILOILO "CHINUA"	On 28th Aug., 4 P.M.
SHANGHAI "CHINUA"	On 28th Aug., 4 P.M.
MANILA, CEBU and ILOILO "TAMING"	On 29th Sept., 4 P.M.

DIRECT SAILINGS TOWARD RIVER. Twice Weekly.

SS. "LINTIAN" and SS. "SANUI"
MANILA LINE—TWIN-SCREW STEAMERS "CHINUA", "TAMING" and "TEAN". Excellent Saloon accommodation. Electric Fans fitted. Extra staterooms on Deck, aft, on "TAMING" and "TEAN".
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
SS. "ANSHU", "CHENAN", "LUOHOW", "YINGCHOW", "SHANTUNG" and "SINKIANG", with excellent accommodation. Electric Light and Fans in Saloon and State-rooms. Maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
HONGKONG, 25th August, 1916. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and saloons and excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAICHONG"	Capt. J. W. Evans	TUESDAY, 29th Aug., at 2 P.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 1st Sept., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS

HONGKONG, 21st August, 1916

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "BHIRALA" 5,308 tons, Captain A. J. Torry, will be despatched for SHANGHAI, KOBE, and MOJI on 29th August.

WESTWARD

S.S. "SANTHA" 5,192 tons, Capt. J. W. Robertson, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 29th August.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

HONGKONG, 22nd August, 1916.

AGENTS

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to COLOMBO	Leave HONGKONG Noon Friday	Connecting Mail Str. from COLOMBO	Due at MARSEILLES 1916	Due at LONDON 1916
NORRE	Aug. 25	*MOULTAN	Sept. 25	Oct. 2
MALTA	Sept. 8	*KASHGAR	Oct. 8	Oct. 16
NAMPA	Sept. 22	Through Steamer	Oct. 22	Nov. 4
SARDINIA	Oct. 6	Through Steamer	Nov. 6	Nov. 18
NOVARA	Oct. 20	*MORFA	Nov. 19	Nov. 26
NORRE	Nov. 3	Through Steamer	Dec. 3	Dec. 16
NYANZA	Nov. 17	*MONGOLIA	Dec. 17	Dec. 24
MALTA	Dec. 1	*MALWA	Dec. 31	Jan. 1

* Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave HONGKONG About
NAMUR	WEDNESDAY, 20th August.
SARDINIA	THURSDAY, 9th September.
NOVARA	THURSDAY, 31st September.
NORRE	SUNDAY, 8th October.
NYANZA	SUNDAY, 22nd October.

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS (Non Transshipment).
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave H'KONG about	Leave S'PORE about	Due at MARSEILLES, if calling about	Due at LONDON about
The Intermediate Service is Temporarily Suspended.				

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cables are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
R. V. D. PARR,
Acting Superintendent.

NIPPON YUSEN KAISHA
THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFF	1. IYO MARU Capt. Takino 2. MIYAZAKI MARU Capt. Terabaka	12,500 18,000	THURSDAY, 7th Sept., at Noon. THURSDAY, 21st Sept., at Noon.
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	1. YOKOHAMA MARU Capt. Shinohara 2. SADO MARU Capt. Asakawa	12,600 12,500	FRIDAY, 1st Sept., at 4 P.M. TUESDAY, 19th Sept., at 4 P.M.
SYDNEY and MELBOURNE VIA MANILA, RANBOANGA, ISLAND, TOWNVILLE and BRISBANE	1. TANGO MARU Capt. Soyeda 2. NIKKO MARU Capt. Takeda	13,500 9,800	TUESDAY, 12th Sept., at 4 P.M. FRIDAY, 13th Oct., at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	1. CEYLON MARU Capt. Tunda	10,000	FRIDAY, 8th Sept.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	1. YETOROFU MARU Capt. Ogura	8,000	FRIDAY, 6th Sept.
KOBE & MOJI	1. TOTOMI MARU Capt. Fujio	8,000	WEDNESDAY, 6th Sept.
YOKOHAMA and KOBE	1. BENTEN MARU Capt. Tomida	8,000	SUNDAY, 27th Aug.
NAGASAKI, KOBE and YOKOHAMA	1. NIKKO MARU Capt. Takeda	9,600	SUNDAY, 10th Sept., at Noon.
SHANGHAI, KOBE and YOKOHAMA	1. KITANO MARU Capt. Cope	16,000	SUNDAY, 27th Aug., at 10 A.M.

EASTBOUND NEW YORK LINE

VIA PANAMA CANAL.

(CARGO ONLY).

NEW YORK VIA SHANGHAI, KOBE, YOKKAICHI, YOKOHAMA, SAN FRANCISCO, PANAMA AND COLON.
1. TOKIWA MARU
Capt. K. Akamatsu, 16,000 (About 21st September).

5 Wireless Telegraphy.
For Further Information apply to—

NIPPON YUSEN KAISHA.
B. MORI, MANAGER.

Telephone Nos. 92 and 293

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
ANYO MARU	18,500 — 16 knots	WED., 30th Sept. Noon.
FERSIA MARU	9,000 — 14 knots	THURS., 21st Sept. 10.30 A.M.
TENYO MARU	22,000 — 21 knots	WED., 4th Oct., Noon.
NIPPON MARU	31,500 — 18 knots	TUES., 17th Oct., 10.30 A.M.
SHINYO MARU	22,000 — 21 knots	WED., 1st Nov., Noon.
SIBERIA MARU	18,000 — 18 knots	FRI., 22nd Sept., Noon.
KOREA MARU	18,000 — 18 knots	SUN., 15th Oct., Noon.

1. Proceeding to South American Ports.
2. Omitting Manila, Shanghai and Honolulu.
FIRST CLASS TO LONDON £71.10. RETURN (6 MONTHS) £120.
" " " NEW YORK £60. " " " £96.10.
" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS.
MISSENGERS, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.
Passengers may Travel by Railway between Ports of Call in Japan, free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer ANYO MARU ... 18,500 — 16 knots ... WEDNESDAY, 20th Sept.
For Full Particulars as to Passage and Freight, apply to—
T. DAIGO, AGENT,
King's Building. (213)
TELEPHONE 291.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE and YOKOHAMA ... On or about 29th Aug.

YOKOHAMA ... HOMEWARD
MARSEILLES VIA HAIPHONG, TOURANE and SAIGON ... On or about 28th Aug.
(Without Transshipment)

Subject to immediate alteration without notice.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co., for return journey.
FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.
For further particulars apply to

TELEPHONE 740

P. THOMAS, AGENT,
QUEEN'S BUILDING

O. S. K.
OSAKA SHOSHEN KAISHA.
REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA.

VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI and YOKOHAMA

1. "TACOMA MARU" ... FRIDAY, 8th Sept., at 3 P.M.
2. Omitting Manila, Shanghai and Nagasaki. 3. Omitting Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, AND COLOMBO.

"MALAY MARU" ... TUESDAY, 12th Sept., at 7 A.M.

JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOERABAYA, SAMARANG, AND BATAVIA

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

"KALJO MARU" ... SUNDAY, 27th Aug., at Noon.
"OTTOWA MARU" ... WEDNESDAY, 30th Aug., at 9 A.M.

Proceeding to Keelung via Swatow and Amoy.
Proceeding to Anping and Takao.
These Formosan Lines will arrive at and depart from the BOON YIP WHARF, near the Harbour Office.

For FURTHER INFORMATION, apply to—

H. YAMAUCHI,
MANAGER,
No. 1, Queen's Building.

TEL. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

SAILINGS SUBJECT TO ALTERATION (WITHOUT NOTICE)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	13th Sept.	On 28th Aug. 11 A.M.
EASTERN		On 4th Oct. 11 A.M.

All Steamers fitted with wireless phy. Telgrs.
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS

